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		50X1	-HUM
`	SECRET/CONTROL/US OFFICIALS ONLY		
	2	50X1-HUM	
9.	On 21 May, on a siding in Kirchmoeser, heavy-duty flatcars with side walls about 40 cm high. T		Lac
	load capacity of 80 tons. (8)	50X	1-HUM
	Comments		50X1-HUM
(1)	This figure agrees with information contained in a previous Eighteen of the 371 locomotives mentions OL, S6 of type 50, and 267 of type 52.		oe 50X1-HUM
(2)	The presence at Luebbenau of these reserve locomotives we	as renorted	
(~-	previously. It is believed that the locomotives form par locomotive reserve kept by the Directorate General, Rail:	rt of the	50X1-HUM 50X1-HUM
(3)	These locomotives were the equipment of Locomotive Column	n No. 3	
(4)	This information confirms the reserve locomotives of loc	omotive column	
<b>(</b> ~\	at their previous locations.		50X1-HUM
(5)	It is believed that these eight locomotives of deactivate	evitomocol be	
	Column No 6 were temporarily transferred to Frankfurt/(dec	r for use	
	by the four operational locomotive columns stationed the	re. They	
	were probably in exchange for locomotives which had been railroad repair shops. The possibility for such exchange	sent to	
	included in basic railroad orders concerning the utilization	sh are	
	of reserve locomotives.	eTou.	
(6)	Allegedly 80,000 former German freight cars will be return	rned by the	
	U.S.S.R. but approximately 20,000 such cars have reported	ily been	
	returned in the second half of 1951. Of these 40 per cen	nt have to be	
	scrapped. `. After 1 June 1952,	another	50X1-HUM
	series of 20,000 former German freight cars is to be retu	urned from	•
(m)	the U.S.S.R.		50X1-HUM
(7)	The trains mentioned are so-called tank shuttle trains of	onsisting	
	of heavy-duty flatcars with a load capacity of 40 to 80 trains are at the exclusive disposal of the Soviets. The	cons. These	
	in this paragraph generally agree with information contain	s dava contain	
	previous report. There are only		50X1-HUM
	deviations in the number of cars assigned to the tank she	ittle trains	
	mentioned. A total of 12 such tank shuttle trains have h	een formed	
	in the Soviet Zone of Germany.		
(8)	Information on this new type of flatear was transmitted a	reviously	
			50X1-HUM

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